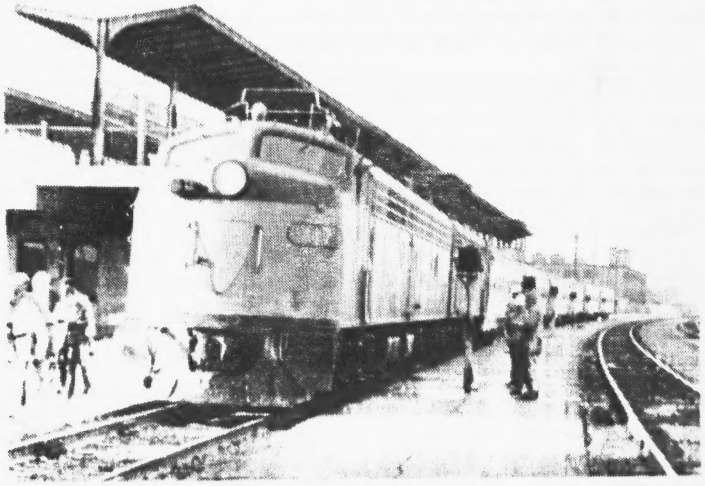
FROM: P. O. Box 9007
Berkeley, CA 94709 USA

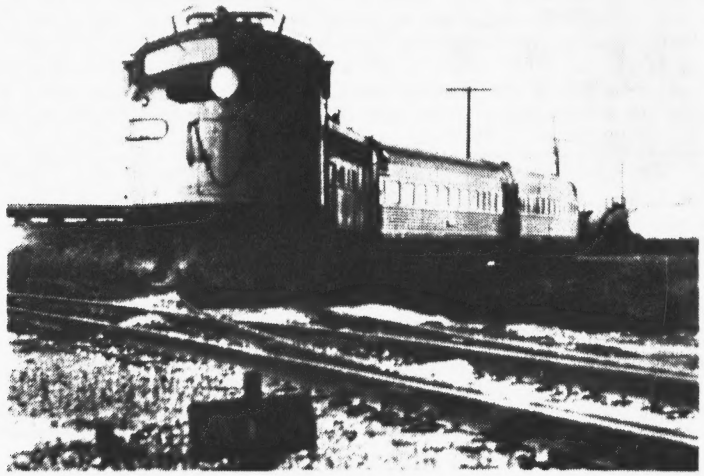
First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.



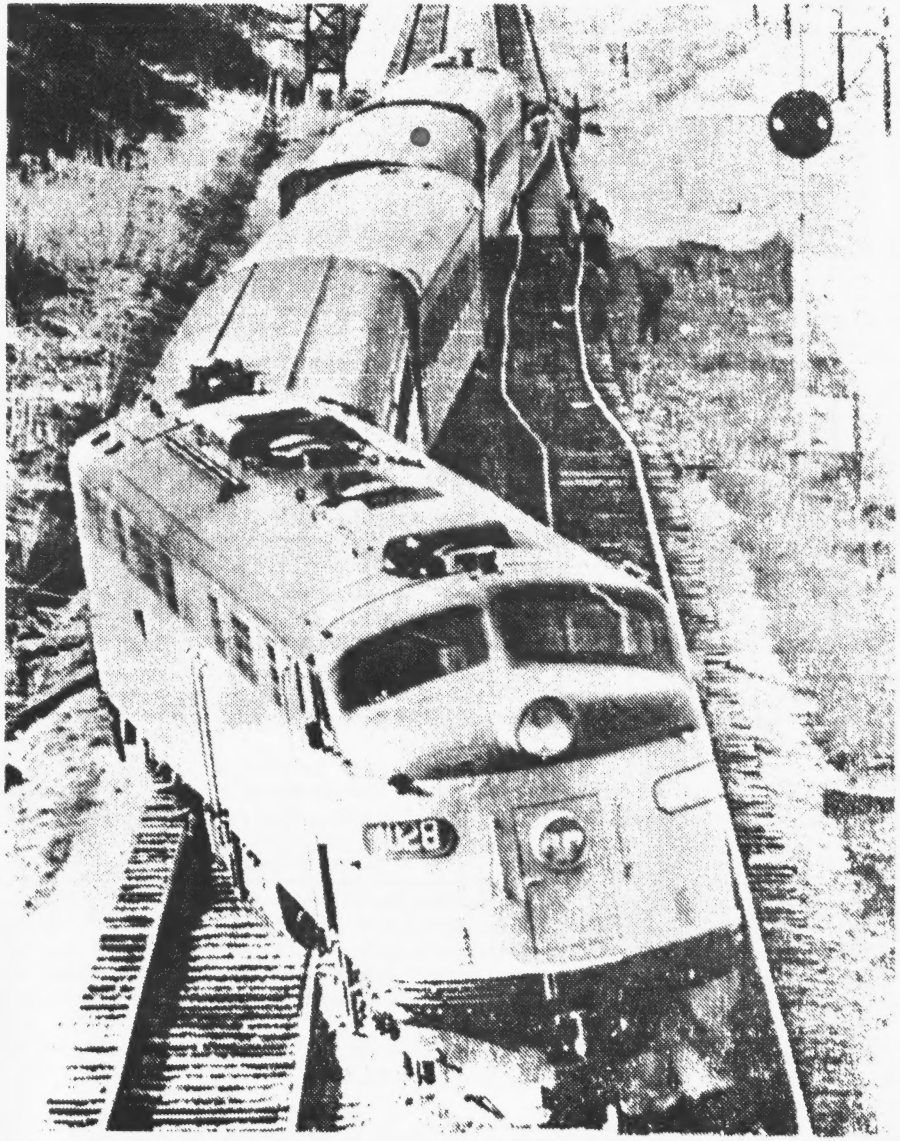
Two more photos of the March 5 inaugural press run of the SAN JOAQUIN to accompany our report in the last issue. Above, the train poses at Oakland before starting the first run (photo by Message Media). Below, photographer Carter Roberts of Berkeley recorded the first movement from SP to Santa Fe tracks (foreground) at Port Chicago on the same date.



rail travel newsletter

30¢

VOL. 4 NO. 6
SECOND ISSUE OF
MARCH 1974
#80

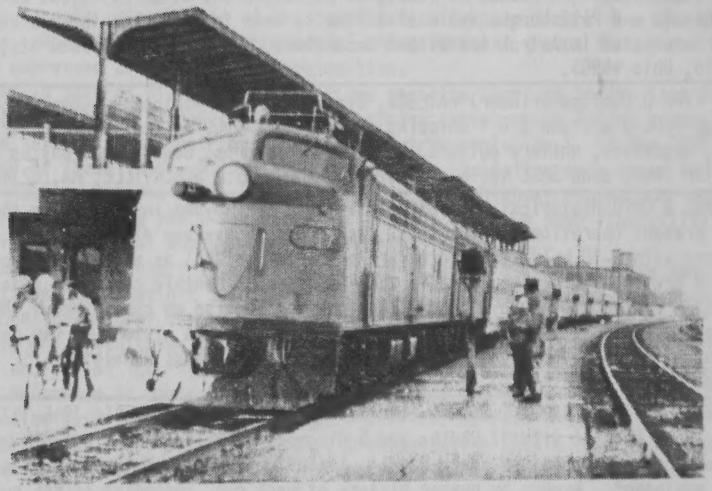


FROM: P. O. Box 9007
Berkeley, CA 94709 USA

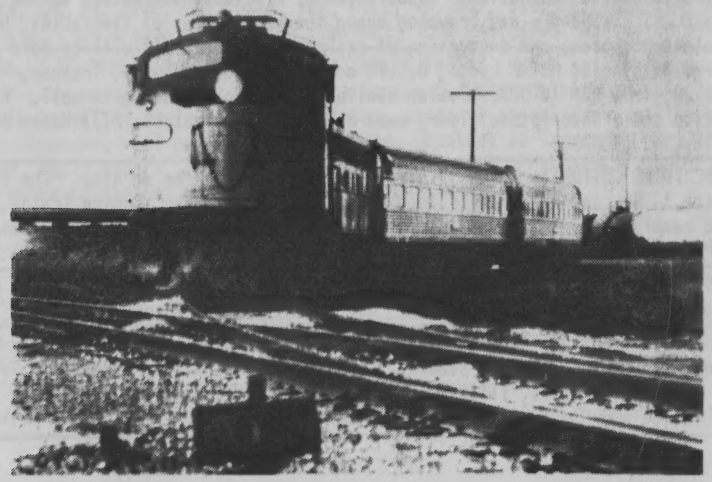
First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.



Two more photos of the March 5 inaugural press run of the SAN JOAQUIN to accompany our report in the last issue. Above, the train poses at Oakland before starting the first run (photo by Message Media). Below, photographer Carter Roberts of Berkeley recorded the first movement from SP to Santa Fe tracks (foreground) at Port Chicago on the same date.



rail travel newsletter

30¢

VOL. 4 NO. 6
SECOND ISSUE OF
MARCH 1974
#80

LETTERS

(to Peter Putnam Bretz)

The fifth day of March 1974 I was the Locomotive Engineer on X-tra Passenger Train No. 10 (Amtrak #710; Santa Fe refers to #710-711 as #10-11.--Ed.) with Amtrak engine 417, and at one of the stops along the way you approached us and asked for permission to ride the engines. It was with regret that we had to turn you down and I wish to take this opportunity to express my sorrow as I would have liked to share the experience with you. However, the Santa Fe and Amtrak have rules which require authorized permission from their officials and we are subject to discipline if we allow unauthorized people to ride the engine.

The experience was a great one, and on that day we carried only the Santa Fe, Amtrak and local (along the way) city and government officials. Some rode all the way to Bakersfield and others rode a portion of the route and then returned to their cities on chartered buses. The Southern Pacific operating crews will operate No. 10 and No. 11 from the 16th Street Station in Oakland to Port Chicago. There, we the Santa Fe Operating Crews will take over and operate the trains to Bakersfield. We get on at Richmond and deadhead to Port Chicago, stopping to let the SP crews off at Pittsburg. Then the next day on No. 11 we stop at Pittsburg and pick up the SP crews; they deadhead to Port Chicago, where they take over the operation and go back to Oakland. The Santa Fe engine crews change at Fresno with another crew operating to Bakersfield. The Santa Fe train crews run all the way to Bakersfield.

I kept our "first day" orders and if you are interested, I would be happy to share a copy of them with you.

Donald E. Crimmins
Santa Fe Locomotive Engineer

El Sobrante, California

LET'S BRING AMTRAK TO SOUTH DAKOTA

Amtrak

TRACKS ARE BACK, VERMILLION, SOUTH DAKOTA

ADVERTISING RATES FOR RAIL TRAVEL NEWSLETTER: Express ads only 25¢ per line (minimum $1.00) for line of 80 typewriter characters & spaces. Display ads: full page (5x8") $15; half page $7.50; quarter page $3.75. Orders may be sent to Message Media, Box 9007, Berkeley CA 94709. Remittance should accompany orders for less than $15.

Rail Travel Newsletter, Vol. 4, No. 6 (Whole No. 80), Second Issue of March, 1974. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $7.00 per year; single copy 30¢ (vol. 1-3 25¢). STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Kenneth Maylath, East Coast Correspondent; Peter Roehm, Northeastern Correspondent; Peter Putnam Bretz, Roving Correspondent; John Ferry, Midwestern Correspondent.
Scheduled mailing date for this issue: April 1, 1974.

AMTRAK CHANGES COMING MAY 19

With the summer changeover and a new system timetable in May, Amtrak is making several important service changes, RTN has learned. A new train, the EXPO '74, will run between Seattle and Spokane thru Sept. 14 to serve the Spokane Exposition. Train 792 departs seattle 12:30pm, arrives Spokane 9pm, on a schedule about 1½ hours slower than the EMPIRE BUILDER of 1955-60. It leaves Spokane at 8am and reaches Seattle at 4:30pm. It will carry reserved coach seats, a lunch counter lounge, and "Lewis and Clark Traveller's Rest" car. The PUGET SOUND, train 798, will run 30min earlier to connect with it. The westbound train 791 connects with the MT. RAINIER.

The EMPIRE BUILDER schedule will be lengthened. While the Chicago-Minneapolis times are unchanged, the westbound train will leave Minneapolis at 10:45pm and reach Spokane at 2am, Seattle at 12:05pm. Eastbound it leaves Seattle 1:15pm, arrives Spokane 10:40pm, and arrives Minneapolis at 6:30am. The NORTH COAST HIAWATHA will be running daily as of May 19, and there are some minor time adjustments between Livingston, Montana and Wenatchee, Washington.

As noted here earlier, the SAN FRANCISCO ZEPHYR schedule will be lengthened between Chicago and Denver, with no changes west of Denver. It will leave Chicago at 3:45pm instead of 4:30, arriving Denver 9:15am for a 10am departure from that station. Eastbound, it arrives Denver 4pm, as now, but leaves at 4:45 and reaches Chicago at 11:55am instead of the present 10:45.

The schedule of the MONTREALER/WASHINGTONIAN will be adjusted. Train 60 will leave Washington at 5:05pm and reach Montreal at 10am Canadian Daylight Time. The southbound train 61 will leave Montreal at 6:10pm and reach Washington at 10:59am.

The schedule of the Chicago-Quincy ILLINOIS ZEPHYR is stretched out by 15 minutes in each direction. In every case it leaves the same time as at present, but arrives at its end point 15 minutes later than now.

The PACIFIC INTERNATIONAL has its schedule lengthened. It will leave Vancouver at 6:15am Canadian Daylight Time and arrive Seattle at 10:45am. Northbound it leaves Seattle at 6:15pm and reaches Vancouver at 11pm. The lengthened time is reportedly to accommodate customs inspection.

Service on the SUPER CHIEF will continue as it is at present--same consists and schedules--but the name will apparently be changed in accordance with Santa Fe's demand. One name reportedly being considered is GOLDEN STATE. There will be no second train on the Chicago-Los Angeles route this summer, contrary to previous plans, because of equipment shortages.

The planned second train on the BROADWAY LIMITED route is also to be eliminated because of Amtrak's severe equipment shortage.

Passengers bound for Yosemite Park on the SAN JOAQUIN must purchase their Yosemite bus tickets separately from Amtrak tickets. Reservations are required, and the toll-free number 800-692-5811 reaches the Yosemite agency. Roundtrip bus fare is $9.00.

No definite date has as yet been set for the first run of the new Chicago-Port Huron train.

AUTO-TRAIN ANNOUNCES STARTUP OF NEW SERVICE

Auto-Train Corporation announced on March 20 that it would begin its new Louisville-Sanford operation on May 24. The first train will leave Louisville at 5:30 pm and take 22 hours for the trip to Florida, arriving 4:30pm the following day, crossing one time zone. The first return trip will begin on May 26. Service will be tri-weekly at first, with daily service expected to start early in 1975. The corporation said it will be taking reservations beginning in April. Fares are expected to be close to those charged on the present East Coast run--$198 for two people and one car one-way.

The new route from the Midwest is 100 miles longer than the Lorton-Sanford route, and encounters mountainous terrain, resulting in a running time several hours longer.

About CBT

Committee for Better Transit, Inc. is an independent citizens' organization dedicated to the development of improved public transportation. Formed in 1962, CBT works to keep the public informed about transit and to promote intelligent action. While 85% of CBT's members come from the New York - New Jersey - Connecticut metropolitan area, we have members all over the country, all the way from Earlysville, Va. to Taft, Ca., and overseas as well. CBT welcomes inquiries, suggestions, contributions, and volunteers.

These are the purposes of Committee for Better Transit:

* To advance the study of regional planning with special emphasis on transportation, public transit, transit technology, and commuter problems.
* To work for the improvement of, and greater economy and efficiency in, public transit in the New York City metropolitan area in particular and in the nation in general.
* To promote the exchange of ideas among its members.
* To publish technical studies, bulletins, pamphlets, etc. in the above fields on a non-profit basis.
* To stimulate public interest in the above fields by as broad a dissemination of the above printed matter as possible and by encouraging a broad public participation in its activities in a civic-minded and non-partisan atmosphere.

Committee for Better Transit:

+ Studies transit problems and suggests improvements.
+ Includes professionals in the city planning and transportation fields.
+ Works with environmentalists and environmental organizations.
+ Has speakers available to speak on transit subjects.
+ Has public meetings and forums on transit subjects.
+ Works with elected officials.
+ Is in contact with similar organizations all over the world.
+ Helps set up local better-transit groups.
+ Works with the Council of Better Transit Organizations.
+ Publishes BETTER TRANSIT BULLETIN and NOTES FROM UNDERGROUND.

ANNUAL MEMBERSHIP RATES (includes publications):

Regular----------$5
Family----------$10
Supporting-------$25
Sponsor---------$100

Activist---35 hours work for CBT

Non-member Subscriptions--$5

Someone has to tell the truth about New York's transit mess; that's the job of CBT, the citizens' advocate in the transit-consumer movement. We have uncovered:

unsafe subway cars
unannounced service changes and cuts
unsound transit plans
---and much more

But fighting for better transit in New York costs money. CBT's job of rusting out the MTA's well-oiled, well-financed public relations machine is a long and continuous task.

Forcing the MTA to change its ways means lots of work - and lots of money. CBT has been in the forefront of the battle for over a decade, fighting back with the truth about transit, and suggestions for making things work. In the process, we've gone thousands of dollars in the hole -- money that memberships could never hope to cover. Now that we are finally beginning to stop the MTA propaganda machine, we need funds to keep our efforts rolling. Only through your help can we find the light at the end of the subway tunnel.

If you haven't joined CBT yet, we need you now. If you have let your membership or subscription lapse, we need your renewal now. If you already are a member, get others to join. But we're talking about more than membership now -- we're talking about contributions (both of time and of money). Whatever you can spare for better transit, we can use. Your contributions are not tax-deductible; this gives us the freedom to take positions on political issues, influence legislation, etc. However, we feel you will get a return on your investment with a better, safer, and more dependable transit system.

During the last quarter, it was necessary to spend 20% more than we received in memberships, subscriptions, and contributions - and still, we weren't able to do many things we wanted to do. Costs have risen sharply. HELP US TO HELP YOURSELF.

COMMITTEE FOR BETTER TRANSIT, INC.
P.O. BOX 3106
LONG ISLAND CITY, NEW YORK 11103

[] Enclosed is $_____ for one-year's _____ membership in CBT.
[] Enclosed is $_____ for one-year's non-member subscription to NOTES.
[] Enclosed is $_____ for __ gift memberships/subscriptions. (Place names on separate sheet.)
[] Enclosed is a contribution of $_____.
[] I pledge to tithe to CBT the equivalent of one subway token a week. Enclosed are my first __ tokens.
[] I pledge 35 hours of work for CBT in the coming year in lieu of cash; please enter me as an "Activist Member."

NAME_____
ADDRESS_____
_____

AREN'T THE MOUNTAINS PRETTY TODAY?

by Glenn Lee

Canadian cartoonist and humourist Sid Barron for many years kept the citizens of Calgary well supplied with giggles with his "Albertan" newspaper drawings. While poking fun at the inevitable foibles of the suburban middle class, Barron was able to draw extra guffaws by parodying Calgarians' inordinate attention given to mountain worshipping. Most Barron cartoons included a small airplane drawing a banner reading: "Aren't the mountains pretty today?" Often, second or third planes appeared drawing banners that might read: "Yea, mountains," "Glorious, just glorious," "Oh, those mountains," or "Yeah, I just never get tired of looking at them." On the mountain side of tall office buildings, Barron posted signs at the windows reading: "Employees must not gaze at the mountains during working hours."

And no one has loved this more than I, for I have become one of the world's leading mountain gazers. I just never tire of looking at them! Sid Barron has moved on to Toronto now, where, on the Star, he parodies such mythical firms as Perfect Oval Streetcar Wheel Ltd., and Air Mimico, but the melody lingers on in Calgary; and it was with this in mind that I had greatly looked forward to a trip to Calgary in February of last year.

My weekend in Calgary was most pleasant, and went all too quickly; but was dampened by a high fog that arrived almost as soon as I had checked in to a downtown hotel. Each day the fog became more dense, and lowered until it was brushing up against the tallest buildings. On Sunday morning, my last day, I had hoped the fog would be gone so that I could have breakfast in the Calgary Tower, to get some views of the mountains. But no such luck. The tower itself was sheathed in fog, its restaurant and observation sections invisible from the ground.

The day passed slowly, and in mid-afternoon I reluctantly appeared at the CP Rail station for passage on the westbound CANADIAN. Winter patronage has fallen substantially on the CANADIAN in recent years, as CP has sought to emulate SP in the States. Passengers inquiring about CANADIAN service to the west have been told by CP Rail's Montreal phone clerks that it is a tri-weekly run, and that better service for a return ticket may be obtained from CN's daily train. The CANADIAN runs daily year-around, but from the size of the consist it's easy to say that a lot of people don't know it.

F units 1412 and 1402 pulled in with a 7-car lineup, all Budd-built. These included baggage-dorm 3003; flattop coach 103; dome "skyline" coffee shop coach 506; sleeper "Chateau Bienville"; diner "Champlain"; sleeper "Dawson Manor"; and dome observation lounge "Riding Mountain Park." Indeed, it was the "CZ of the North," and looking sleek and luxurious in the enclosed trainshed at Calgary. During the Calgary layover hi-speed box 4901, storage mail for Vancouver, was inserted behind the power.

With few passengers, the crew becomes somewhat inattentive. My porter, placing my luggage aboard, wasn't listening well, and while I went to my roomette in "Chateau Bienville," my luggage went to a section. "Oh, I thought you said Upper Four," he said not too pleasantly as he returned my grip. Before we were out of the station, I took residence in the rear dome. Like other CANADIAN cars, it's looking a little faded, and somewhat dated to the '50s, but warm and comfy. And with all the scenery to be seen (knock on wood today), no one was noticing the faded luxury. "We've had 2000 beautiful miles of sunny weather all the way from Montreal, and this only for the last 200 miles" said a talkative matron. Others in the dome agreed, and there was a general feeling that we were, unfortunately, not going to be able to see the mountains today. Sid Barron's little cartoon airplanes were all grounded by the fog!

The CANADIAN pulled out 10 minutes late on the westbound run, and at Brickburn, six miles west, went into the hole for the eastbound CANADIAN, a meet that took 15 minutes. "Getting later, getting darker, getting foggier" I thought--today was just not going to be a good day. Once underway, we snaked up the valley of the Bow River,

and near Cochrane, 23 miles west of Calgary, the grey glare began to brighten. "Hey, dear, we may be coming out of it," said a husband. "Wait and see," the wife replied.

My mind turned to lines by John Keats: "To one who has been long in city pent, 'tis very sweet to look into the fair and open face of heaven." How I truly wanted to see the mountains today. Blast this fog! The day seemed unyielding, but slowly, as the CANADIAN drew past the rolling foothills, the greyness began turning to dark blues, and gradually the horizon became distant. As we moved into the vicinity of Morley, the fog was gone, and there they were--the mountains! The great front ranges of the Canadian Rockies, rising out of the February mists and snows above the prairies; strange entities from another place and time, massive grey and dark blue brooding bulks. I was stunned. The quickening sight was like receiving an electric shock and getting a sandbag in the stomach at the same time. Absolutely incredible; especially as they came into view slowly, their jagged summits merging into the wished visions of the mind as they made their appearance.

Where the prairies meet and give way to the mountains, the land is of especial beauty. It was very much so today. Poet Ray Zaner says it: "the distant hills and mountains high, the rolling clouds and bright blue sky; no one can take these views from me, as long as I have eyes to see." That seemed to be it exactly (except for the blue sky, missing this February Sunday afternoon). It is what Budd domes were built for! Only once before have I been so thoroughly taken by the mountains. That was on the EMPIRE BUILDER, a number of years ago. In the dome, west of Cut Bank, Montana, I was stunned as the westbound EB rounded a curve, in July, and there they all were: the Rockies from below Glacier to the Chief Mountain at Carway on the border to the north. But today, the "curtain going up" effect of the withdrawing fog had left an indelible impression.

Poet Gene Lindberg: "Nature's cathedrals towered toward the sky for ages before steeples built by men bade us look up with hope of peace on earth."

That is one reaction to the rest-giving beauty of the mountains; but in reality, no one can describe this wintry sight accurately. I can give only the vaguest description of the panorama, and then my reactions to it.

Eyes earthward for a moment, I noted that the CANADIAN was moving along at reduced speed, getting a yellow eye at every block. We are behind a slower-moving freight, and losing time. Riding the yellow elsewhere might be a pain, but here it gives the handful of passengers extra time to check the mountains. As we pulled past Kananaskis, gateway to the mountain-valley of the Bow, we could see sprays of clouds drifting eastward over the peaks to freedom above the prairies. Getting closer, at Exshaw, it is apparent that a Chinook wind will be blowing soon; for long, wispish waterfalls of fog, and silky, slippery clouds, are dropping from the summits, thousands of feet straight down. Even the meteorologists do not yet know why the Chinook wind drops; but the descending cloud streams, a more dreamy version of the waterfalls in Yosemite, reaffirm that the Chinook will soon be breathing warmth onto the foothills.

As we pass the great rock crushing plant at Exshaw, the CANADIAN's speed drops even slower. Those departing the train at Banff are becoming restless. Will we ever get there? Aside from the rock crusher, a large coal strip-mining site near Canmore, in the shadow of Mt. Rundle to the south, points out a major Canadian conservationist problem. The national park boundaries are set far in from the front ranges, and many of the most beautiful and spectacular mountains are sitting ducks for "development."

It's late afternoon now, and the sun is dropping fast, as the CANADIAN rolls to a stop in Banff at 5:41pm, 36 minutes late. The great CP hotel can be spotted to the south, looking smooth and comfortable under the great mansard roof. Banff seems quiet and relaxed, and with business light, the CANADIAN is out at 5:46pm, only 31 minutes late. The great peaks were lined up dramatically to the south and west as we got underway to an inspiring green block. But soon another yellow board, and more creeping. Then, very quickly, more fog ahead. But no! This time it's a great gust of a blizzard,

(continued on page 15)

THE COVER STORY

Amtrak train 300, the STATE HOUSE, while moving thru the turnout at the south end of double track just south of Bloomington, IL (Mile Post 128) at 7:50am on March 14, derailed its engine and 3 cars. About 32 were aboard, but no injuries were reported. Passengers were brought to Bloomington and placed on Turbo Train 302. Turbos 301 and 302 exchanged train crews and passengers at the derailment point.

The front left wheel on engine 4028 (Amtrak-painted IC) climbed the west rail of the turnout about two feet north of the switch point and rode on top of the rail for about 20 feet and fell inside the east rail of the main track along with the second left wheel, while the third left wheel remained outside the east rail. The rear trucks of the engine, along with Amtrak cars 8060 (ex-SP "Audubon" diner), 4843 (ex-SP 2361 coach), 5612 (ex-SCL coach), and 8102 (ex-ATSF lunch counter diner), followed the turnout, causing derailment of all equipment except car 8102 on the rear. Estimated damage was $5000 to the engine, $5000 to cars, and $8000 to track. Wide World Photo.

WASHINGTON PRESS HAMMERS AT AMTRAK DEFICIENCIES

Within the space of three days, Washington Star-News writer Stephen Aug this month published two major articles highly critical of Amtrak management decisions and service. The articles come at a time when Amtrak president Roger Lewis's position is being threatened by pressure from the National Association of Railroad Passengers and others--new Amtrak board nominations are expected to be sent from the White House to Congress for approval momentarily--, and when Amtrak is under intense pressure to restore the Chicago-Boston route of the old TWENTIETH CENTURY LIMITED.

In a large article March 24, Aug reported details of a San Francisco-Washington rail trip which began March 9. The trip was plagued with equipment problems. The diner on the SAN FRANCISCO ZEPHYR was removed when its brakes failed, and not replaced. At Denver, Aug telephoned Roger Lewis at his home to complain. Lewis told him, "We've got equipment problems, and once in a while the equipment breaks down." Aug's trip brought out two facts, he wrote: the "crowd" has returned to the trains, and Amtrak's refurbishing program has been "largely cosmetic."

Two days earlier (March 22) Aug wrote of Roger Lewis's decision to allow Penn Central to tear up 11.6 miles of passenger rails from near Rensselaer, NY to Post Road Crossing, severing the route being considered by the DOT for this year's required "experimental" route for Amtrak. Aug said that it will take $1-2 million to restore it. The DOT regards this as an excessive startup figure for such a service. The track removal took place in early 1972, after another Amtrak official, Dave Watts, had opposed the PC move. Aug reports that, oddly, Lewis wrote a union official about that time that Amtrak had "required the Penn Central Railroad to maintain continuity of trackage between Boston and Rensselaer in the event that the opportunity to restore service arises in the future." Aug said that no Amtrak-member railroad can dispose of previously-used passenger track without Amtrak's approval.

RTN questioned Amtrak about this affair, and a spokesman gave the following points in rebuttal: the story is based upon conditions existing over two years ago; at that time no one could have predicted the energy crunch nor Congress's legislation requiring experimental routes. In addition, the Boston-Springfield route is one of the lightest-patronized in the U.S., and Amtrak tested the route out with the former LAKE SHORE, which averaged only 45 passengers per day. Besides, RTN was told, the railroads have the right to drop trackage without asking Amtrak's permission.

NEW PASSENGER TRAIN FARE INCREASES

Last issue we reported Amtrak's March 7 board meeting on a proposed 5% fare increase. With rapidity surprising for Amtrak, the corporation announced March 19 that an across-the-board 5% rise would take effect April 16. Tickets purchased before that date go for the present rates. With the 20% increase coming this summer, it will mean that summer travel will cost riders 25% more than at present. Higher costs for children will also take effect in summer. Southern Railway will also boost fares April 16--15% for basic fares and 5% for pullman accommodations.

MEETING IN APRIL ABOUT COSTS OF TEXAS CHIEF REROUTING

The National Arbitration Panel reportedly will meet with SP and Amtrak representatives April 16 to discuss a report prepared by Louis T. Klauder Associates on the cost of track upgrading required for re-routing the TEXAS CHIEF between Dallas and Houston. SP's and Amtrak's own estimates were some millions of dollars apart, and the changed route has been long delayed by the need to reach agreement on costs of track improvements. Officials are keeping the Klauder report secret pending the meeting, at which time some agreement may be reached.

AMTRAK MAY BE ORDERING NEW FRENCH-TYPE TURBOS FROM ROHR INDUSTRIES

There was speculation in the press late this month that Amtrak may decide to order more Turboliners from Rohr Industries of Chula Vista, CA. Rohr has the franchise to build the French-designed trains in this country. Two such trains are currently running between St. Louis and Chicago. At Amtrak's March 28 board meeting the matter is supposedly on the agenda. There is speculation that it may involve the over $100 million order alluded to by Amtrak board member John J. Gilhooley late in March. One Amtrak spokesman has been quoted as saying that 100 Turboliners may be ordered from Rohr. Reliability of the French Turbos has been steadily climbing, an Amtrak spokesman related. (Reliability is defined as availability of equipment for use.) Last October, when they went intoservice, the trains had 76% reliability (that month there were three accidents involving the trains, lowering the figure). In November it climbed to 84.5%, December 85%, January 96% (one ran out of fuel that month), and in February and up to the time of writing (March 28), reliability has remained at 100%. President Roger Lewis recently paid a visit to the Rohr plant, and speculation occurred at that time that a contract was in the offing. (It is now an open secret that Lewis T. Klauder Associates will most likely get the contract to build Amtrak's brand new bi-level cars for conventional train service.)

TRANSPORTATION IMPROVEMENT ACT IS PUSHED BY DOT

The Administration has presented to Congress a proposal for legislation, termed a Transportation Improvement Act, which would give the railroad industry $2 billion in loan guarantees for rebuilding deteriorated track and improving its physical plant. At the same time, Transportation Secretary Brinegar told a Congressional subcommittee, de-regulation of industry, taking away ICC control, is wanted.

CHICAGO-PORTLAND SERVICE REINSTATEMENT REQUESTED

The Governors of three Northwestern states--Oregon, Washington and Idaho--have asked Amtrak to study the possibility of reviving the Portland-Pendleton-Boise-Chicago route, that of UP's former CITY OF PORTLAND. Amtrak has agreed to estimate the costs of such a service, and the states reportedly have a tentative plan for helping subsidize such a train.

NEW ROUTES OUT OF BOSTON WANTED

Governor Sargent of Massachusetts last month asked the DOT to consider four possible routes in his state as candidates for an Amtrak experimental route. They are Chicago-Boston, Washington-Cape Cod, Boston-Montreal, and Boston-Maine.

QUOTES OF THE WEEK***

"In this over-rushed, energy-short world there is a double pull back toward those great cavernous stations and the gently familiar rattle of an earlier era's style. Just a word or two of accurate information, just a few signs of repentance and reform, just a touch of humanity, would make the difference. Amtrak, where are you?"

--David Anable in Christian Science Monitor, 3/27

SLIP OF THE MONTH CLUB***

"TRN NO 13 HAS 2 MICE ON CAR 1411 WOMEN PASSENGERS ARE UPSET PLEASE SEND SOMEONE OTO TRY TO CATCH THEM."

--Telegram from Amtrak PSR to SP foreman, 3/19

(1411 women passengers can't be wrong, but who will catch them all?)

canadian news letter

THE CANADIAN PACIFIC cars described here last issue as being considered for purchase by Amtrak are still unpurchased, as Amtrak considers the asking price too high. The same is true of an undisclosed number of CN passenger cars. We have not been able to ascertain the exact identification of the CP cars in question, and a report conflicting with our earlier one appeared in a Vancouver paper. It stated that CP was offering Amtrak 5 sleepers, one day coach, 2 domes, and 3 diners--a total of 11 cars, as our earlier report also indicated. The cars are described as stainless steel "older cars" which are surplus to CP's needs.

ALGOMA CENTRAL RAILWAY has purchased 7 SP articulated carsets. The cars will be moved to The Soo, where they will be rehabilitated for use in summer tours, including the Agawa Canyon service. Many of the cars were in advanced stages of vandalism, with windows gone, air conditioning equipment stolen, etc., when purchased by ACR. The railway had much difficulty finding any cars at all available in the U.S.

THE PACIFIC INTERNATIONAL between Seattle and Vancouver is having its running time lengthened another 15 minutes effective May 19 because of "protracted customes arrangements." The P.I. is now taking 4hrs 30mins southbound, compared with a little over 3 hours for the bus. Competition must be hurting the buses some, tho, as Continental Trailways recently cancelled one of its two daily Seattle-Vancouver, B.C. trips.

THE MUCH-HERALDED North York dial-a-bus experiment in Toronto is apparently a flop. It's been getting only 600 passengers per day, in an area that is a "good" transit zone. This has been casting a pall on dial-a-bus prophecies as great salvations for urban areas. The magnetic levitation GO-Urban system also proposed with a big publicity splash by the Ontario Provincial government for construction in Toronto is also having a tough time. The unproven technology is being attacked for high construction cost, high power consumption, and lack of economy in most respects compared with high-speed streetcar lines for similar service.

CANADIAN NATIONAL'S TURBOS got an extra business boost on March 10. Air Canada ticket agents staged a selective walkout that Monday, causing Air Canada to cancel 14 Montreal-Toronto flights.

LOUIS KLAUDER ASSOCIATES, in a report to the Metro Toronto transportation commission, have indicated that high-speed streetcars could be built along the route of the controversial Scarborough expressway for $100-$140 million less than the expected $350 million that the freeway would cost. Klauder foresees subway-type streetcars as are now being built for the San Francisco Muni and the Boston MBTA. The expressway has been finding touch sledding lately, and may be delayed indefinitely, if not cancelled outright in the immediate future.

CANADIAN PACIFIC NOW offers travel insurance thru its credit card system--up to $100,000 in travel coverage. CP credit cards are extremely handy for travel in Canada, and on CP's international air services. They may be obtained upon application to CP Credit Card, Windsor Station, Montreal 101, Quebec, Canada.

RAIL PASSENGER BUSINESS between Montreal and Toronto has increased 10-20% (depending upon the day) since Turbos resumed operation on CN's main line. Y. H. Masse, CN's passenger manager, said the trains were running 80% occupancy weekdays, 100% Fridays and Sundays, the days Rapido backup trains are added to handle the loads. Thru Mar. 7, almost all Turbos arrived on scheduled time, and not one trip in the 2-month period was over 10min late. Masse said CN didn't know where the startling increase in business was coming from, but said a survey would be made soon.

CN'S SUPER CONTINENTAL has been missing its domes in past months, in the shops for installation of lower-level dining service facilities. One finished dome made a test trip eastbound just after mid-March to try out the new facilities. The domes are ex-Milwaukee Road cars.

The Inter-American

NEW SERVICE!

March 13 was the inaugural run of Amtrak's expanded INTER-AMERICAN, one of two routes for which Congress voted special funds after earlier efforts to get the St. Louis-to-Mexico service going had been shot down by the White House. (The other route was that of the SAN JOAQUIN--see last issue.) The new tri-weekly train has a 1204-mile route: St. Louis, Poplar Bluff, Little Rock, Texarkana, Marshall, Longview, Dallas, Ft. Worth, Cleburne, McGregor (Waco), Temple, Austin, San Marcos, San Antonio, Laredo, with a non-rail transfer two miles to the Mexican National Railways AZTEC EAGLE in Nuevo Laredo, across the border. The first leg of the route, Ft. Worth-Laredo, began tri-weekly running on Amtrak's own initiative Jan. 20, 1973, and the remainder of the run from St. Louis was added this month.

The opening was not without difficulty, however, for the Texas and Pacific Railway, a part of passenger train-resisting Missouri Pacific, was balking at running the train on its tracks, finding a legal argument about liability payments. A Federal Court restraining order, however, allowed the train to pass, and the March 13 southbound inaugural run was a splendid event. Extremely large crowds gathered at even unlikely points along the way, and dignitaries were out for the event. At Little Rock there was an enormous crowd, with a pre-train banquet held and the Governor of Arkansas on hand. Stage coaches were brought out at Dallas and at Fort Worth, where a number of cars were cut off the train. At Laredo, a Mexican band and a big crowd greeted the Amtrak liner. Amtrak issued an 8-page, red-white-and-blue timecard for the train, which gives the AZTEC EAGLE schedule and many sample fares.

Shortly after, it was reported that Amtrak officials were meeting with Mexican officials to work out a thru-car across-the-border arrangement. NdeM was said to be willing to set its departure time up 45 minutes, and if Amtrak could arrange to arrive that much earlier, an overnight stopover would not be required between trains.

Our Correspondent, John Ferry, rode the second southbound run of the INTER-AMERICAN from St. Louis, Friday, March 15. Here's his report:

The inaugural run had included some 140 passengers, including 58 revenue fares. After brief remarks by Amtrak and state officials, an Amtrak hostess smashed a bottle of champagne against the rear car, and the maiden voyage of train 21 from St. Louis began. The first train, with 2 locomotives and 11 cars, departed 5 minutes late at 3:20pm.

On my first encounter with the INTER-AMERICAN two days later, I stood in the cold, dark and damp St. Louis Union Station and thought of all the fine streamliners that had once graced the huge architectural gem. It was raining, and the train shed and concourse were a mini-Niagara Falls.

The often-deserted depot suddenly seems to be coming alive. The movement of people and the gathering of small crowds signal the beginning of something different. At 2:45pm the announcement is made that the train is ready for boarding and everyone lines up near the gates. Amtrak red-coated representatives are everywhere. Their main concern seems to be whether there will be enough seats for everyone boarding.

Our consist includes two Amtrak diesels (#419 and 411), Amtrak baggage-dorm 1532, Santa Fe 48-seat coaches 2836 and 2826, lunch counter lounge Amtrak 8153 "Whitefish Lake" (a former GN Ranch Car), and Amtrak sleeper 2707 "Bradenton" (ex-PRR).

Nearly every seat is occupied by train time and the decision is finally made not to add another coach. At 3:20pm we are slowly easing out of the depot. We round the curve and pass the old MoPac coachyard, now deserted. At that point we pass the eastbound NATIONAL LIMITED, which missed a connection with the INTER-AMERICAN by 10 minutes! The movement is slow as we maneuver thru the complicated Terminal RR Association of St. Louis freight yard and onto the MoPac main. We finally pick up a little speed; however, the MoPac has set a 60mph maximum speed on the entire run. We parallel the Mississippi River for several miles, with excellent views and interesting scenery. The roadbed is excellent and probably one of the best in the Midwest. The smooth, double-tracked, welded rail makes the ride as smooth as glass.

We settled down at one of the tables designated as lounge space in "Whitefish Lake." This car, recently refurbished, still carries many Western characteristics it had when serving as the second diner on the EMPIRE BUILDER. By 5pm the car quickly filled up and a 25-min waiting line occurred. No one seemed to mind, tho, since the crews (all former MP personnel) were very cordial and friendly to all passengers. The menu, Amtrak famous huge plaster board, altho somewhat limited, did offer a variety of beef, ham and chicken dinners along with sandwiches. The food was good, the service excellent, and the price just right. Nearly all passengers seemed to use the diner.

At 6:55pm and 163 miles later, we slowed for our first stop at Poplar Bluff. Five passengers detrained and 2 boarded. Following a crew change, we departed 5min late at 7:10pm. A huge billboard could be seen: "Poplar Bluff Welcomes Amtrak...Save Gas and Ride the Train."

We reached Little Rock 10min early at 10:35 at "The Train Station," the former MoPac depot being converted into a restaurant and shopping area. After another crew change, we departed 10min late at 11:05pm.

Now it was time to retire to my sleeping car. I held roomette 9 in a car about 3/4 full; and altho it was right over the trucks, the car, recently refurbished by Beech Grove and making its first run, rode remarkably well. Several changes had occurred in the roomette. Blue hand towels had replaced the old "Pullman Company" hand towels, and bright red blankets had replaced the old standard Pullman blankets.

During the night we arrived at Texarkana at 2:05am, departed 2:30am. We passed train 22 at Atlanta; it was running about an hour late. We arrived Marshall 4:13, left 4:17; Longview 4:45 and 4:48; Dallas 7:15 and 7:45. I awoke as we were just pulling into the "Transportation Center" at Dallas. There was a large crowd boarding, many who rode the first run from Laredo the day before were returning home.

We quickly sped up as we headed towards Ft. Worth, 28 miles away. We began slowing to a crawl as we crossed over from the Texas & Pacific main line, bypassing the old and still distinguished T&P station, to the Santa Fe depot at 8:40. Here the locomotives changed ends for the southward departure on the Santa Fe main to Temple, where it once again hits the MoPac tracks for its final leg into Laredo. My ride ended at Ft. Worth; however the train had as many passengers leaving Ft. Worth as it did departing St. Louis. They seemed pleased that service has returned to the "Route of the Eagles."

* * *

My return trip was via the Santa Fe and Amtrak's TEXAS CHIEF. The train consisted of two new Amtrak engines, Santa Fe baggage dorm 1385, 3 hi-level coaches, a refurbished lunch counter diner, Amtrak #8340, an ex-Santa Fe diner, and two refurbished sleepers: "Palm Summit" (10-6) and "Regal Ruby" (8bdrms, 2 drawing rms).

I met several students returning from Mexico who said the AZTEC EAGLE was 3hrs late at Nuevo Laredo, and the first thru train left Laredo and did not hold for some 40 passengers who would have transferred. Amtrak arranged buses for them to bring them to Ft. Worth.

LATE NEWS FLASH: Amtrak announced March 29 that its board of directors had decided March 28 to drop plans to re-route the TEXAS CHIEF thru Dallas. The reason given was excessive cost of track repair, which could not be justified on the basis of estimated revenues. The independent Klauder report estimated $10.8 million (in 1973 funds, without allowance for further inflation) for track work. The arbitration panel assumes that the case is now closed.

THE NIGHT OWL THAT FLEW BY DAY by Peter Roehm

Amtrak's "Winter of Discontent" received another notch in its handle during the late evening of Feb. 3 and early morning of Feb. 4 on the New York-Boston line. Train 183, the BUNKER HILL, left Boston for New York and upon arriving in the Queens section of New York, around 10:50pm, the 8-car train ripped down the overhead wires, effectively blocking mainline tracks in both directions and stranding over 400 riders. Some passengers were able to filter in during the evening to Penn Station, having escaped via foot and cab. It was at Penn Station that I learned of the rumor of delay to my ride to Boston. We boarded the NIGHT OWL shortly after its precise on-time arrival from Washington, and immediately dozed off.

Upon awakening at 5am we discovered that the train had not ventured one foot from its previous location in the catacombs of underground Penn Station. About 5:15 the conductor appeared and informed all of us weary-eyed passengers that this train had effectively been terminated in New York and we would be obliged to take the subway to Grand Central where there would be a train for Boston. And so we did, everyone following the other and assuming each knew where the other was going. A quick ride on the Eighth Avenue subway to a connection with the Grand Central shuttle, and we were at GCT by 5:45. Great! No one, but no one, was around to tell anyone anything. A rail enthusiast can usually tolerate inaction, as he is used to it, but the other 150-plus passengers began to moan and groan over what looked like an indefinite wait without any information.

Inquiry to the police, gateman, et al, brought replies of "know-nothingism" and thus it was our fate to wait until about eight when a red-coated Amtrak rep appeared and advised that we would soon be on our way. Thus a call to the office to advise that I doubted for sure that I would be in Boston that day, or at least not before one or two. Finally, at 8:30 we boarded our sixteen-car train made up of equipment from the southbound NIGHT OWL and BUNKER HILL runs. Our train was originally due in Boston at 8:25. We were already late by four hours and thirty minutes or so. We left at 9:00, and were allowed all the sandwiches, Danish, and coffee or milk that we could get as a token of goodwill. Once to our first stop the food went on sale. And it was after this stop, between Bridgeport and Stamford, that the train ceased to operate and remained stationary for two hours.

The snow was blowing outide and it was cold. It was also getting rather chilly on the inside. The brakes had frozen or otherwise become inoperative and the heat had suffered from a fuel shortage to the cars. Two hours and little word about anything altho the passengers were very "grin and bear it" about the whole thing, and the crew replied to the few questions as best they could. But no one got mad nor swore nor threatened to sue the Penn Central. Everyone was probably too tired from the previous night's activities to think about consumer action at this point.

Once we were on our way, the heat failed to return to all except one Amtrak refurbished coach in the center of the train. Needless to say, it was packed, and thus we waited until after several Coast Guard men got off at New London before securing the last two seats and facing backward all the way into Beantown. The first four coaches on the train were originally deadheading for Philly to be reconditioned and were now reversing their route and would just have to be sent back on a later train for their ultimate destination.

The crew that had been called for the diesel to take the NIGHT OWL north from New Haven had arrived on the scene about 4am, and had just sat waiting for their train until it arrived about 1:30. Then the 12-hour rule expired on them at Route 128, just 20 minutes from Boston, and another crew had to be called to take the train the remaining short distance. Finally, the NIGHT OWL that had become a "Day Owl" arrived in Boston just before the hour of five that afternoon, exactly 8½ hours late. What a ride!

Some observations: Amtrak and PC failed to communicate effectively with the passengers, particularly during the wee hours at Grand Central. Some form of information could have allowed passengers to phone their destinations about expected arrival times. The one Amtrak man did appear at 8:00 and then disappeared. Amtrak's

decision to feed the passengers without cost was well received and very much appreciated, and kind words were said for this action. There were no strings attached to receiving the free food--just go back and ask for it. One trainman remarked as regards the lack of communication that many train crews prefer not to talk with the passengers or allow them reasons for delay, etc., as all too often many of the passengers begin a long hounding process of complaining why the railroad doesn't (or didn't) do this, that, or something else to begin with. After a while, as he saw it, there builds a barrier between the two factions and it is easier to ignore the passengers, and since many passengers consider railroad crewmen surly anyhow, they can get away with it.

Urban-Suburban Transit

NEW COMMUTER TRAIN IN MARYLAND

Another commuter train serves the nation's capitol now. The extra run began on March 18, with less than a week's notice to the public, as the first significant step by the state following final approval of a contract between Maryland and the B&O in February. The 4-car train adds a fourth commuter round trip between Brunswick, MD and Washington--49 miles. It leaves Brunswick at 6:38am, stops at the 6 most heavily-used stations, and reaches Washington at 7:58. In the evening it departs Washington at 5:25, arriving in Brunswick at 6:45. Even with 225 more seats available each day, there won't be much if any surplus capacity on the line, the same route used by Amtrak's BLUE RIDGE. Standing room only has been frequent, even before the energy crisis. Equipment for the new train consists of 4 or 5 12-wheel standard coaches formerly owned by the Rail Road Passenger Association based in Baltimore, ex-B&O coaches. --Ken Maylath

THREE SOUTHERN CALIFORNIA COMMUTER TRAIN ROUTES STUDIED

The Southern California Association of Governments has completed a feasibility study of commuter train lines into Los Angeles. Three were examined: a San Fernando Valley line, a line thru Pasadena into San Bernardino, and one to Santa Ana. SCAG is looking to Amtrak as an operator of such service. The study suggests a single experimental run for starts, in the San Fernando Valley, altho that route is deemed least likely because of freight congestion on SP's line. Six months to a year are estimated for getting an experimental run operating.

FUTURE OF SP COMMUTE LINE TO SAN FRANCISCO STUDIED

The Metropolitan Transportation Commission in the S.F. area at a public meeting late in March suggested that some form of public ownership of the SP's peninsula service is necessary to upgrade it, since the railroad won't do it on its own. One peninsula official suggested extending the line to the Ferry Building in S.F., since what is needed badly is a terminal in the downtown area.

TRANSIT BRIEFS: Public transit ridership has been rising just about everywhere in the first months of this year. A Wall Street Journal article of March 21 outlines the ridership gains in city after city, occasioned by the fuel shortage. February showed generally a greater increase than January... General Motors has replied to the charge that it killed streetcar systems by turning them into bus lines (see RTN, 2nd Feb. Issue), saying they were abandoned simply because they were going broke. GM denied that it has any "power to force customers to purchase any form of transportation... By a slim margin, apparently, the Chicago area Regional Trnsportation Authority claims victory in its balloting this month. If the claim holds, the agency will begin, next July 1, to coordinate transit matters in the area... BART began construction this month of a new test track adjoining its main line between Hayward and Union City, CA, funded in large part by UMTA. The track is to expedite maintenance and checking out of new cars. In other BART news, A. Alan Post, California Legislative Analyst, called for the replacement of B. R. Stokes as head of the transit agency...

MIXED TRAIN OF THOUGHTS

THE GREATEST CRIME one can commit in railroad reporting is to misidentify a car or engine. Therefore, we must correct the error in our SAN JOAQUIN report last issue: the 2nd engine of the inaugural train was Amtrak #110, not 410--an "A" unit facing rearwards..... THE HIGHWAY MONSTER is showing a backlash as the energy crisis supposedly eases (at least gasoline is easier to obtain): the California Highway Patrol wants to set the speed limit back at 65 instead of 55 because "that's what freeways were made for." Assemblyman John Miller of Berkeley wants to allow patrolmen to fail to enforce the limit, thus effectively increasing it again. These outrageous proposals are ill-founded in the extreme. With slower speeds saving up to 1,000 lives a month, raising them would be tantamount to deliberately increasing the slaughter. We suggest lowering the limit still further, say to 50, to save more innocent victims..... THE PANAMA LIMITED the night of Mar. 19 was delayed leaving Chicago till after 10pm by a warehouse fire that broke out along the "St. Charles Airline," that highline at around 23rd Street jointly owned by BN, CNW, PC & ICG. Train detoured over the Nickel Plate route, and lounge, sleepers and diner were dropped at McComb, Miss, where they could be turned in time for the next run, while engine, baggage and 4 coaches went on to New Orleans. Detour lasted 3 days..... MARCH AMTRAK RIDERSHIP continues high. The February figures will be released while we're in press. March, with the gasoline crisis letting up, will be a good gauge of whether train ridership will hold up..... AMTRAK HAS BOUGHT over 100 cars, as listed here last issue--the dregs of the barrel--, but not yet including CP or CN cars (see Canadian page)..... U.S. RAILWAY ASSOCIATION has found a president: Edward G. Jordan, a California insurance executive. But it's moving slowly; only 3 out of 8 V.P.'s have been found so far..... TUCSON SOURCES REPORT that Amtrak in that city has train revenues for February more than double January, and ticket agents turned away five times as many passengers as they served..... FEDERAL RAILROAD ADMINISTRATION reported Mar. 21 that it officially could find no positive reason for the big munitions explosion in Roseville, CA last April 28..... GROUND WAS BROKEN on Mar. 13 for the National Visitors Center in Washington, DC, to be housed in a refurbished Union Station and open in time for the 1976 Bicentennial. A new rail concourse, parking garage and subway station are being built behind the station. But there is concern that the planned $3 million train station will be too small for projected ridership, having been planned some time ago, and a Senate subcommittee will study the matter in April..... THE REGULAR LOUNGE cars on the PANAMA LIMITED are now Amtrak 3352 and 3353, former NP "Holiday Lounge" cars from the MAINSTREETER, and they still retain the parlor section of the cars. Since the addition of the ILLINI to Champaign, the PANAMA no longer sets out cars at Carbondale..... AMTRAK HAS PURCHASED the C&NW bi-levels #600, 700-709, and 903. These will be renumbered 9600, 9611-9620, and 9601 respectively. They'll be refurbished by Woodcrest Shop..... FORMER ROCK ISLAND, ex-GOLDEN STATE car "Golden Divan" round end observation showed up recently in New Orleans. It apparently has reached the end of the line and will be converted into a restaurant called the "Red Caboose" along with three IC boxcars and one caboose..... A NEW DEPOT in Normal, IL is seriously being considered by Amtrak to serve local students. Civic officials are planning a "transportation center" with bus and taxi sharing the location. If plans are successful, Amtrak will discontinue the Bloomington stop..... PASSENGER TRAIN JOURNAL will sponsor an all-first-class rail tour of England, Scotland and Wales May 30 thru June 13. Info from Britain-by-Rail Tours, 29 E. Broad St., Hopewell, NJ 08525..... OHIO ASSOCIATION OF Railroad Passengers (Box 653, Xenia, OH 45385) published its first newsletter this month, and is asking rail supporters to write personal letters to Sen. Robert Taft Jr. and others supporting proposed train restoration in the 3-C Corridor (Cleveland-Columbus-Cincinnati)..... ELECTRIFIED TRAIN--KING of the Road? is the title of a major New York Times article (Mar. 10) on electrification in the fuel shortage. Of major railroad systems, only the U.S. and Mexico have a minute percentage of miles electrified--less than 1%.....

(continued from page 6)

and snow is falling suddenly around us very rapidly. We move ahead at reduced speed, and then, to our right, sits a long train of new government-built grain cars. Once past the switch, the CANADIAN dawdles no more, and we blast into the snow at top speeds.

To our right, Mt. Eisenhower can be only faintly seen as the blizzard begins letting up. Formerly named Castle Mountain, the great bulk was felt by Indians to be the home of the warming Chinook wind. President Eisenhower, for whom the mountain was renamed, did not see his namesake peak, but told the press it "probably was bald." Ike was right. It is.

We arrived at Lake Louise 26 minutes late, and stopped momentarily at this massive polished log cabin depot, which in your mind's eye is exactly how a railroad depot should look in this mountain paradise. The snowfall has stopped. One could expect to see Jeanette MacDonald and Nelson Eddy on the platform, singing an inspirational duet from "Rose Marie." That kind of depot. To the south, the Chateau Lake Louise is out of sight, nestled at the far south edge of the moraine that creates the lake. Until the 1930s, there was a trolley car from the depot to the lake, but I have not yet seen a trace.

With the great peaks of the continental divide appearing after the storm for a late-afternoon curtain call, I am torn by the need for dinner and the commanding words of poet Zaner: "It seems so hard to understand, as I look out across the land, that all I view belongs to me. I ought to take more time to see."

Zaner wins. I remain in the dome, and soon we are crossing the slight bump that is the summit of Kicking Horse Pass, and gradually pick up some speed downgrade into B.C., in the Pacific Drainage. To the west, Mount Lord Stephen, which extends a mile and a half vertically behind the small CP Rail town of Field, comes into view. I've seen it before; but it is always a magnificently stunning sight. The CANADIAN will wind and twist thru its shadow for many miles, descending into the canyon of the Kicking Horse thru the spiral tunnels. To our right, evidence of a great "run," where in many winters, snow avalanches roar down to snip both railway and highway, and delighted with their spoils, roll up the opposite side of the canyon. The mountains can bring terror, as well as beauty, to those who pass.

The CANADIAN brakes, and to our right the highway, formerly the original four per cent grade, drops away sharply. Speeds slow. Night has arrived at last. Mountains fading. Into the first (upper) spiral tunnel, which instantly cuts off the feast of viewing. It's time for dinner. We drop past Yoho, and into the second (lower) spiral tunnel, and, as the train is facing west again, I call it quits and head for the diner to make it before closing time.

After this monumental display of hypnotic mountain scenery, a mere meal seems a comedown, but the food isn't bad, even with CP's gradual downgrading of the dining service. I dawdle over tea as we move into the tight confines of the Kicking Horse Canyon west of Field. Here there is barely room for the train, and the curves are tight. The wheels and trucks squeal, and grind, and moan, and complain, unhappy that their owners would put them to such anguish. I return to the rear dome, and find it empty; and, with the mountains now invisible, concentrate most of my attention on the train. The many fluorescent lights seem to make it a pleasant alien in the mountain empire as it twists and turns beside the angry creek.

It's 7:52pm when we stop momentarily at Golden, and the CANADIAN is 25 minutes late. We're in the Rocky Mountain Trench now, that great gash extending more than 1000 miles from the Flathead Lake near Kalispell, Montana, northwest to a point near the Yukon line. The CANADIAN picks up speed, and the stainless cars are whirled thru the night on fast, flat track. Soon the train is slowed again, and passes into the zone between Donald and Beavermouth where the track is being raised to a higher level. This part of the trench will be flooded by the new Mica Dam, being built on the Columbia River north of Revelstoke. Altho man is adding to the hand of God with his new lake, it's only a minor cup of water. The 1960s plan of the North American Water and

Power Alliance proposed using the trench as a great 1000-mile long reservoir and NAWAPA conduit to move water from the Yukon south to Los Angeles and Mexico!

Creeping slowly, the CANADIAN turns left, and into another tight defile, heading for Rogers Pass. CP's builders almost took the long way around, following the Columbia north thru the trench, around the "Big Bend," and then south to Revelstoke. But to save time in construction and operation, they surveyed into the "Pass of Death," where avalanches in uncounted thousands rolled each winter to threaten every train. The CANADIAN was quiet inside as we moved up thru the narrow channel, and then into the massive bowl that is the east approach to Rogers. Soon we lugged seriously up the grades carved into the north slope of the bowl, and slowed even more to cross Stoney Creek Trestle, that great artistic, arched viaduct, over which The Queen and Prince Phillip once passed in the cab of a mighty steam engine. The Trans-Canada highway, first far below to the left, pops right up beside the train, and then over the east portal of the Connaught Tunnel, a 5-mile bore opened in 1916 to bypass the worst of the avalanche zones. The tunnel was formerly double track, but has been converted to single track, aligned in the middle of the bore to allow passage of piggyback and high boxcars. There is a 30mph restriction in the tunnel, but we passed thru in seven minutes, rather than ten.

The tunnel seemed to serve as a sleeping pill for most passengers, and the passenger cars seemed dead quiet as we began the descent into Revelstoke. The darkness of the east side of the tunnel was replaced by an intense starglow on the west; and we passed into a forested passageway accented by billions of luminescent flakes, each seeming to rise and alight to illuminate our passage in the oppressive silence of the night. Eastbound freights in sidings did not dispel the illusion of floating on a phantom snowplain, drawn easily in a magical, motional kingdom over two tiny, shining threads showing thru the snow.

Out of the mountain gorge, and around the high river terraces, the CANADIAN drops quickly into Revelstoke, not only on time, but a few minutes early. After a quick walk on the platform, I return to "Chateau Bienville," and, switched off like a light, drop instantly to sleep.

It's mid-morning as the CANADIAN emerges from the lower reaches of the Fraser Canyon and picks up speed in the lush farmlands of the valley. After a pleasant breakfast, I return to the rear dome. It's full. Even with a slender passenger list, the outstanding mountain scenery on each side of the valley draws a full house. To the south there is Mount Baker in Washington state, which the Indians felt was a god and named Kulshan, the "Great White Watcher." The train is a pleasure to watch, as it speeds along on extremely smooth track. The two stainless steel ridges atop each Budd car remain in rigid alignment, mile by mile, indicating that this might be the smoothest track on which I have ever traveled. It's so because CP is now running several unit-trains per day on this trackage, carrying coal, potash and sulphur for the orient, not to mention the highest grain loads in the railway's history.

Soon we're around the S-curve at Port Coquitlam's railyards, and it's an air of quiet relaxation as we move along Vancouver's harbour to an on-time stop at the old red brick depot. Policemen on the platform. Something like old movies with the European heroes attempting travel as Hitler consolidates another gain in a resultant diplomatic crisis.

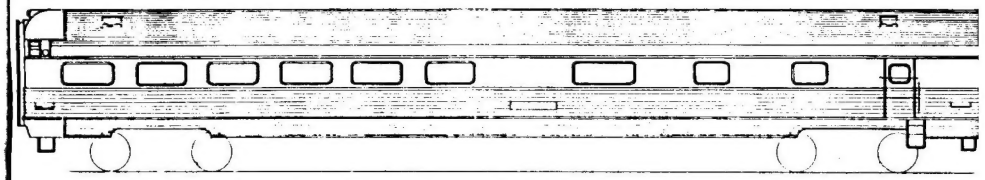
Emerging from the Great Hall of the depot, I feel extremely content and rested as I catch a taxi for the Seattle bus and home. Little did I know I'd soon be taking up my reserved seat on the mononucleosis rail, for many months of almost total confinement. But I'd have a lot of enormously beautiful mental pictures to see me thru the medical night.

SUBSCRIBE TO THIS NEWSLETTER.
Only $7.00 per year for 24 twice-monthly issues by first class mail. Write now to: Message Media, Dept. RTN, P.O. Box 9007, Berkeley, CA 94709.

Announcing a New Book Covering Railway Passenger Cars:

RAILWAY PASSENGER CAR ANNUAL

Volume I - 1973-1974



Contains car by car rosters of all rail passenger cars in revenue service on the U. S. and Canadian Railroads and Transit Systems during 1973.

Each car is listed in numerical order under the owning railroad or Transit Authority for easy identification. Prior numbers, ownership, rebuilding, builder and date built is shown.

Includes all Intercity and Commuter passenger cars owned by: Alaska Railroad, Amtrak, Autoliner, Autotrain, Boston & Maine, British Columbia, Burlington Northern, Canadian National (Including GO Transit), Canadian Pacific, Central of New Jersey, Chessie System, The Milwaukee Road, Chicago & North Western, Rock Island, Chicago South Shore & South Bend, Denver & Rio Grande Western, Erie Lackawanna, Georgia, Illinois Central Gulf, Long Island, Norfolk & Western, Ontario Northland, Penn Central, Pennsylvania Reading Seashore Lines, Pittsburgh & Lake Erie, Reading, Southern, Southern Pacific, and Union Pacific. All Penn Central and Amtrak cars are cross indexed to prior numbers since they haven't been fully renumbered. Indicates cars owned by NJDOT, MTA, and SEPTA.

Includes all Rapid Transit and Streetcars owned by: MBTA (Boston), NYCTA (New York), SIRT (Staten Island), PATH (New York), TofNJ (Newark), PATCO (Philadelphia), SEPTA (Including Red Arrow), PAT (Pittsburgh), CTS (Cleveland), SHRT (Shaker Heights, Ohio), CTA (Chicago), NOPS (New Orleans), Leonard's Dept. Store (Ft. Worth), El Paso City Lines, BART, and San Francisco's MUNI (Including Cable Cars), MUCTC (Montreal), Expo Express, and the TTC (Toronto). Also includes the Seattle Alweg Monorail.

Be in the know about passenger cars in service. Small 9"x 6" size is easy to carry around. 144 pages, softbound, is priced at only $ 5.00 pp. Will be ready for mailing early in March.

Order From: RPC Publications, P. O. Box 211, Park Forest, Ill., 60466.

Name _____

Address _____

City _____ State _____ Zip _____

(Illinois residents please add 5% sales tax).

COAST STARLIGHT TRIP TO PROMOTE PUBLIC TRANSPORTATION AND POLLUTION CONTROL BILL

Amtrak's COAST STARLIGHT from San Jose to Santa Barbara, CA on April 7 will be used by California State Senator James R. Mills as a promotional device for his Proposition 5 to be voted on by Californians on June 4. The Amtrak trek is part of a tour from Sacramento to San Diego, by bicycle except for the rail portion. The tour starts April 4 and ends in San Diego April 12.

Proposition 5 amends the state constitution to permit highway user taxes to be used to build mass transit systems and control environmental pollution. It gives the public greater options concerning the use of highway user taxes, requiring that local voters approve plans before using such funds for mass transit. Up to the present, an unchanged 1938 law allows this money to be used only to build more highways. The new proposition repeals this article of the constitution to permit more flexible use of these funds. Business, labor, environmental and government groups throughout the state have expressed support for the proposition.

Senator Mills says of his bill, "The serious gasoline shortage in the last few weeks is only one dramatic illustration of the disastrous consequences facing a people who rely on the automobile as their primary means of transportation." Of the 1938 limitation on use of these funds, Mills says, "While this limitation made sense in the 1940's and 1950's when the state had a need for a basic highway system, our most urgent requirements in the years ahead are different. Today we need flexibility in order to solve our critical energy and transportation problems.

"...The majority of voters in every county are licensed drivers who pay gasoline taxes. This measure does not take money from them. It simply gives them some control over how their money can be spent in their own home counties."

Meanwhile, the pro-highway lobby in the state is by no means dead. Senator Randolph Collier, called the "father of the California freeway system," told a transportation conference in Oakland March 27 that "People who are dreaming of alternate modes are doing just that--dreaming. Theirs will not be real systems, just dreams." He said that "Money for alternate forms of transportation should come from some other source than the highway fund." The engineers gave him a big hand.

Express Ads

QUALITY B&W NEGATIVES: 35mm, 2¼x2¼, 616 negatives of many major lines, shortlines and industrials. All negs fine-grain processed. Cabs, switchers & pass. units. PC, SOU, NW, SP, BN, FP&E, D&R, GN&A, MRR, P&LE, WM, B&O, C&O, EL, L&S, E&M, KCS, P&S, C&I, etc. List & sample 50¢. T.N. Colbert, 1008 Englewood, Parma, OH 44134.

WANT TO REALLY DO SOMETHING TO HELP THE PASSENGER TRAIN? We've got just the answers for your problems: Naptras. What's Naptras? We're helping to make the trains worth traveling again, thru advertising, personal appearances, and by helping in financing rail passenger service thru Chambers of Commerce. Write Us: Naptras, Scott Rogers, Public Relations Officer, RR 3, Freeport, IL 61032. Remember, We're helping to make the trains worth traveling again.

CAN'T GET ON an Amtrak train? Make your own reservations with the ingenious electronic Amtrak Zapper. Works over telephone lines; device beams information right into reservations computer, puts you in middle-of-car room even when train is sold out! Contact Electronic Amtrak Zappers, Inc. Dealer franchises available.

WRITE A LETTER to your California State Assemblyman or State Senator encouraging them to support Assembly Joint Resolution 80 by Assemblyman Barry Keene (Dem-Santa Rosa). AJR 80 encourages Amtrak to restore rail passenger service from San Rafael to Eureka over the Northwestern Pacific RR. Dick Spotswood, San Francisco.

DISCOVER AMERICA WITH AMTRAK! This year, train your family at vacationtime. It's a valuable experience with Amtrak's money-saving family plan fares. For helpful vacation planning and reservations, write GREAT WESTERN TOURS, 639 Market St., San Francisco 94105, or call us at (415) 398-2994.

TRAVEL AMTRAK - and those living in Southern California CALL upon Let's Travel, be it a trip to San Diego or New York. Ride new San Joaquin Valley Service. Reserve early - quick tickets by mail - collect calls accepted for definite reservations. Let's Travel Tours, P O Box 146, Perris, CA 92370. (714)657-4785.

Spectacular March 6 and 7 press of a successful train launching: the SAN JOAQUIN returns in triumph! Over 30 pages of JOY IN THE VALLEY, $2½ from Robert J. Swan, Box 1866, Long Beach CA 90801.

WANTED: steam passenger photos of Pennsy on Ft. Wayne and other divisions between Chicago and Pittsburgh. Would also like to hear from fans in these areas who are interested in Amtrak travel and excursions. D. R. Coe, 140 Wood St., Mansfield, Ohio 44903.

JOHNSON TYPE D (Coffee Grinder) FAREBOX, Black steel $45 +shipping, Copper $60 + shipping, TYPE J w/stand $30 + shipping, GUIDES 50's & 60's, trolley transfers, tickets, negatives, uniform buttons, RMC/T&M back issues, Boston area photos old & new, for list, send SASE to: K. Farrell, 28 WOODS AVE, SOMERVILLE, MA. 02144.

CHESAPEAKE & OHIO Historical Newsletter is a must for anyone interested in the past or present operations of the C&O. Each month an average of 18 pages of text along with 6-10 half-tone photos are presented as well as additional photo pages and drawings, diagrams, etc. in special issues. Monthly column on modelling with a C&O prototype, historical section, and section on current news. Much coverage of C&O/AMTRAK operations and many stories from the history of C&O passenger service. $5.50 per year; free sample. C&O Historical Newsletter, 3 Admiral Blvd., Dundalk, Md. 21222.

Still Available! CHESAPEAKE & OHIO LIGHTWEIGHT PASSENGER EQUIPMENT, 1946-1972. A thirty-page booklet with 17 photos and 5 diagrams detailing the giant C&O passenger equipment order after World War II, including the Pere Marquette, Chessie and C&O equipment. Number by number history of each car, including AMTRAK numbers for those cars reaching its ownership. Complete cross-referenced index, background historical data, etc. This fine pamphlet by Herbert H. Harwood, Jr., is a must for any C&O fan or anyone interested in passenger equipment of the post-war era. $3.00 (printed on high quality gloss and pebble stock) postpaid. C&O Historical Society, 3 Admiral Blvd., Dundalk, Md. 21222.

MAKE PLANS to attend the National Association of Timetable Collectors second railroadiana BOURSE. Spend a day browsing among the many tables of timetables, hardware, calendars, books and everything of railroad interest. It will be held at the George Washington Motor Lodge, U.S.#1 and the Penna. Turnpike, Trevose, Pa., on April 20, from 9AM to 5PM. Tables available for those wishing to sell. For information and a descriptive flyer, send a card to Bob Russell, 2737 Haven Ave., Ocean City, N.J. 08226.

A SPECIAL TURBO BUTTON!! Large 3" size, AMTRAK logo, and the wording, "The Turbos are Coming." Buy several to help tell people of the Corridor Turbine Trains. Postpaid sample $1, or 4 for $3, or 7 for $5, from Julie Ann Kreunen, 305 Yosemite Trail, Parkwood Hills, Madison, Wisc. 53705.

BEST WISHES to National Association of Railroad Passengers on its courageous campaign for better management at Amtrak! See report in last issue of RTN.

Railroad Uniform Buttons 50¢ each postpaid. Erie, Frisco, Georgia, Monon, Southern, Seaboard, Milwaukee, Reading, Central Vermont, Southern Pacific, Western Pacific, Santa Fe, Illinois Central, Jersey Central, Rock Island, and Washington and Old Dominion. J. Lajoie, 22 Stevens, Methuen, Mass. 01844